THE STATE OF NEW HAMPSHIRE

DEPARTMENT OF TRANSPORTATION

SEPTEMBER 21, 2006

HEARING OF NEWINGTON-DOVER, 11238

Hearing held at the Saint Thomas Aquinas High School, Dover, New Hampshire.

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CHAIRMAN SPAULDING: Good evening. My name is Peter Spaulding. I'm a member of the Executive Council from Hopkinton and I'm going to be filling in as Chair this evening for Councilor Griffin who is ill and unable to attend this hearing tonight. And she sends her regrets because this is a project that is very, very important to her and that she's been involved in for a long time and I assure you that she will hear what transpires here this evening and will be intimately involved with this project as we move forward. This meeting is called to order. As I said, I am Peter Spaulding of District 2, serving as Chairperson of this Special Committee appointed by the Governor and Executive Council. I am also serving as the hearing officer for the Department of Environmental Services. On my far left is Richard Adams who is a Commission member sitting for Councilor Griffin and Councilor Wieczorek is here and will be at the table momentarily. The hearing is concerned with the layout of a section of the Spaulding Turnpike in the City of Dover and the Town of Newington. It is a joint public hearing as required by law and requested by the New Hampshire Department of Transportation, the New Hampshire Department of Environmental Services and the U. S. Army Corps of Engineers. It is pursuant to RSA 230:45, RSA 482-A and the Surface Transportation and Uniform Relocation Assistance Act of 1987. The purpose of this hearing is to determine the necessity of the occasion of the layout and to hear evidence of the economic and social effects of such a location, its impact on the environment and its consistency with the goals and the objectives of such local planning undertaken by the town and the city. Following the hearing the Special Committee will evaluate all matters brought to our attention and make definite decisions relative to the layout. It is, therefore, important that

all individuals desiring to make suggestions do so tonight or during the comment period. And I want to emphasize that it's important that you get on the record either at the hearing this evening or in writing through the comment period, any concerns, objections or recommendations that you may have, so that it is part of the permanent record. The comment period will continue until October 2. If you wish to speak tonight please fill out a speaker card to indicate your desire to comment and return it to the information table. During the time for public comment, I will call each speaker by the name listed on the card for their opportunity to comment. This hearing is being recorded and a transcript will later be prepared. Before opening the floor to questions I will now ask each of the agencies represented here tonight to make a brief statement. Rene Pelletier, Assistant Director of the Water Division of the New Hampshire Department of Environmental Services, will make a statement regarding their role in tonight's hearing.

RENE PELLETIER: Thank you Councilor Spaulding and the Special Committee. I'm Rene Pelletier, as Councilor said, the Assistant Director of the Water Division of the Department of Environmental Services and we'll be serving as the department representative at this hearing. The public hearing is being held in accordance with RSA 482-A:8 and Administrative Rule WT-202.01. The records of notice are contained in the Wetlands Bureau file and will be made available for review by any interested party. The Wetlands Bureau file is open for the public comment with regards to any wetlands and surface waters or water impacts that may result from this project and will remain open to receive written comments until October 10, 2006. Written comments should be addressed to the Department of Environmental Services, Wetlands Bureau at Post Office Box 95,

Concord, New Hampshire and that's 03302. And if comments are sent to the New Hampshire DOT, they will be forwarded to us and be part of the Wetlands Bureau file and if we receive comments for the Department of Transportation we will in fact, reciprocate and send them copies of what we receive. Copies of any pictures or documents relative to jurisdictional wetlands or surface water issues that are presented during this hearing must be provided to the department for inclusion in the Wetlands Bureau file. All photographs to be submitted to the record shall be mounted on 8-1/2 by 11 inch sheets, labeled, dated and authored. Any interested party may come to the DES offices at 29 Hazen Drive in Concord Monday through Friday between the hours of 8:00 a.m. and 4:00 p.m. to review the information contained in the Wetlands Bureau file. It is strongly recommended that you call 271-2147 so we can set up an appointment and make the accommodations much easier and quicker for you and the bureau. Thank you.

CHAIRMAN SPAULDING: Thank you Rene. I will now ask Rich Roach, Project Manager with the New England District of the U. S. Army Corps of Engineers, to make a statement regarding the Army Corps role in tonight's hearing.

RICH ROACH: Good evening. I'm Richard Roach with the Army Corps of Engineers. The reason I'm here tonight is that if this project is built an Army Corps of Engineers' permit pursuant to Section 404 of the Clean Water Act will be required from the Corps of Engineers for the project and I'm here to take advantage of this hearing. We made it a joint hearing so that we could hear what you had to say about the project. Thank you.

CHAIRMAN SPAULDING: Thank you Rich. I will now ask Bill O'Donnell, Environmental Program Manager with the Federal Highway Administration, to make a statement regarding their role in tonight's hearing.

BILL O'DONNELL: Thank you Councilor. The Spaulding Turnpike, also identified as Route 16, is a major limited-access highway connecting the Seacoast region with Concord, the Lakes Region and the White Mountains. It's functionally classified a principle arterial. Principle arterials provide corridor movement with trip-links and density suitable for substantial statewide and interstate travel. It serves commuter-tourist and recreational traffic. It is the region's major north-south route of commerce. Because of its importance to New Hampshire's transportation system, it's also been included as a part of the designated national highway system by Federal Highway Administration. This system consists of four percent of our nation's highways including the interstate system and other roads important to the nation's economy, defense and mobility. These roads carry almost half of the highway traffic and most of our nation's truck and tourist traffic. As an element of the national highway system, the non-tolled sections of the Spaulding Turnpike are eligible for special Federal Highway funding. This would include the project limits from the U. S. Route 4 Interchange in the north end of the project southerly to its southern limit. As such, this route is eligible for federal funding at a ratio of 80 percent federal for the matching share of 20 percent from the state. The estimated total project cost is about $200,000,000.00 for the entire project. The DOT's preferred alternative includes not only the approach work on the Newington side and the Dover side and improvements to the Little Bay bridges, but it also includes the rehabilitation of the General Sullivan Bridge. Because DOT is considering the use of Federal Highway funding on this project, Federal Highway is the lead federal agency for the purpose of compliance with the National Environmental Policy Act. We've

identified the following agencies as cooperating agencies in the development of the EIS because of their special expertise or because they have jurisdiction by law. These include the Corps of Engineers, the U. S. Environmental Protection Agency, United States Coast Guard, the U. S. Fish and Wildlife Service, the National Marine Fishery Service, Federal Aviation Administration, the New Hampshire Division of Historic Resources, New Hampshire Department of Environmental Services, New Hampshire Fish and Game Department, the New Hampshire Office of Energy and Planning. We have worked with the DOT as well as these identified cooperating agencies on the development of a draft environmental impact statement prepared for this project. This document was approved on July 19. It was made available to the public and distributed in early August and has a deadline for receipt of comments of October 2, 2006. It is, therefore, currently available for review and comment for those interested. The document contains a so-called Section 4-f Evaluation Section of the document which addresses historic resources and publicly owned recreation areas. Section 4-f of the DOT Act requires that we not use those properties unless we can document that there is no feasible and prudent alternative to the use of such land and that such project includes all possible planning to minimize harm. These properties include the Beane Farm, the Isaac-Dow House, the Portsmouth Water Booster Station, the General Sullivan Bridge, the Ira Pinkham House on Dover Point Road, Hilton Park and the Bayview Park areas. Following the hearing we will consider all pertinent comments from the public and review agencies received both at this hearing and received as a response to the draft EIS and we will revise or expand the environmental documents as necessary before final

approval. The final EIS will contain a section that includes all of the comments received on the draft EIS as well as responses to these comments. All comments related to environmental issues received at this hearing will also be addressed. I would encourage anyone with pertinent comments on the proposal to provide them to the record so that all the issues are thoroughly appreciated before final decisions are made. Thank you Councilor.

CHAIRMAN SPAULDING: Thank you Bill. Before we go to our last presentation, I just want to make sure again, that anybody who wishes to speak, I suggest that they get a green card which is available at the back of the room so that we can have that and call on you in an orderly fashion. Now I will ask Chris Waszczuk, Chief Project Manager for the New Hampshire Department of Transportation, to present in a formal manner, the layout which the department has proposed. After this I will open the floor to those who wish to address the Special Committee. I would also like to introduce Councilor Raymond Wieczorek from Manchester, who has joined us as a third member of the Special Committee. Chris.

CHRIS WASZCZUK: Thank you and good evening Councilor Spaulding, members of the Special Committee, agency representatives and ladies and gentlemen. My name is Chris Waszczuk and I'm Project Manager with the Department of Transportation. I'm also the Project Manager for this project that we're going to be presenting here this evening. The project involves alterations and improvements to a three and a half mile section of the turnpike beginning just north of Exit 1 in Newington to extend over the Little Bay bridges and stop just shy of the toll plaza in Dover. The focus of this evening's hearing is to present to you folks the department's preferred alternative and to get your public comments and testimony. We will

try to be succinct in presenting all the information. I know we have a lot of information to present and we'll try to do that in approximately 50 minutes. Before I begin I want to introduce several of my colleagues who will be helping me with tonight's presentation. On my far right is Bill Janelle, he's the Administrator of the Department's Bureau of Right-of-Way. He will summarize the right-of-way process for the project. On my right is Marc Laurin. He's a Senior Environmental Manager with the Department's Bureau of Environment and will summarize the environmental aspects of the project. And at the boards, I'll introduce from Vanasse, Hangen and Brustlin, the consultant firm retained by the department to do the environmental engineering work, is Franklin O'Callaghan and he will describe the preferred alternative and all the plans displayed on the wall. I also want to acknowledge several other members of the department. I'd like to introduce Commissioner Murray; I know she's in the back somewhere, Commissioner for the Department of Transportation is here this evening. And back there also is Jeff Brillhart, the Assistant Commissioner, James Moore, the Director of Project Development. I also saw the Assistant Director, Bill Cass in the crowd. I would also like to acknowledge the folks that served on the Advisory Task Force and committed quite a bit of time to the project's development effort. The task force is comprised of 15 members representing diverse aspects of the surrounding communities and includes the following people that are shown on the screen. I won't go through all those folks and introduce them, but they are representatives from the Town of Newington, Newington Planning Board, from the Strafford Regional Planning Commission, Rockingham Planning Commission, the business communities, the

Chambers of Commerce, Pease, from Dover, the Dover Neighborhoods. So we had quite a diverse group of folks that sat on the task force. The task force was formed to guide the development of the project and serve as a conduit to disseminate information between the department and the communities. We met on average every two to three months beginning back in April of 2003. To date 16 task force meetings were held in either Newington or Dover to get input on the project and actually molded the concept that we're going to be presenting here this evening. What I'd like to do this evening is just spend a few minutes talking about the project need, history and background. Some of you may have already heard quite a bit of this. I'd just like to quickly go through this. The primary purpose of the project is to reduce safety problems and improve transportation efficiency in this three and a half mile section of the turnpike. The turnpike is eastern New Hampshire's major limited-access north-south highway serving as a gateway linking the Seacoast Region with Concord, the Lakes Region and the mountains. The turnpike is also part of the national highway system reflecting its significance in the state transportation system and regional transportation system. It is functionally classified as a principle arterial and it's a major commuter route which ties the growing residential areas of Dover, Somersworth and Rochester with the industrial and regional commercial centers of Newington, Portsmouth and northern Massachusetts. It serves as a major artery for freight into and out of the areas north of the Little Bay bridges and has been identified as an economic life line of the region. It also serves as a major tourist route providing access to the northern regions of the state from the seacoast and points south of New Hampshire. Traffic volumes on the Little

Bay bridges has steadily increased from approximately 30,000 vehicles per day in 1980 to over 70,000 vehicles per day in 2003. And over the next 20 years that traffic is expected to increase to approximately 95,000 vehicles a day. During the weekday and the weekend peak hours of the day, the turnpike currently operates at unacceptable levels of service with motorists experiencing severe congestion and long delays within this section of the corridor. This section of turnpike also has a number of existing geometric deficiencies including substandard shoulder areas on the Little Bay bridges, substandard acceleration, deceleration and weave areas at the interchanges. Many of the traffic maneuvers required to enter, exit or change lanes are difficult under the current traffic conditions and contribute to driver discomfort and accidents. Accident data compiled for this project indicates that over 1,200 accidents have occurred over a seven-year period between January of 1997 and December 2003 and that the frequency of crashes continues to increase. In addition due to the nature of the existing facilities, these crashes create long delays in an area for which there are no other viable alternate routes. In addition to the capacity deficiencies and safety issues, this section of turnpike bisects the residential and recreational areas in Dover, the residential and commercial-industrial areas in Newington resulting in an inefficient and circuitous use of the turnpike by people desiring to travel east and west and vice versa. Local connectivity for motorists, pedestrians, bicyclists from one side of the turnpike to the other is also deficient. This section of the turnpike is also located in a moderate seismic region identified as a seismic performance category B. And the Little Bay Bridges, which were classified as major structures, are not

designed to meet the current seismic design criteria for the region. The project is included in the State's Ten-Year Transportation Improvement Program and has been identified as a top long-term transportation priority for the Seacoast Metropolitan Planning Organization. In 1989 the Legislature, recognizing the need to study potential improvements to address growing safety concerns and increasing congestion, passed Senate Bill 152 which authorized the department to conduct a study of the approximate three and a half mile section of the turnpike between Exits 1 and the Dover Toll Plaza. A study was initiated in 1990, but suspended in 1992 to allow for the completion of the Pease surface transportation master plan. In 1997 the study was resumed to conceptually develop both short-term plan improvements to address existing safety deficiencies in the near-term and a range of long-term improvement alternatives to be carried forward for further detailed engineering environmental studies. That work culminated in a publication of a feasibility study completed in 2000. The current project has built on the work, completed as part of the previous studies, and evaluated a range of reasonable alternatives within the framework of an environmental impact statement. Some short-term improvements to improve both safety and alleviate congestion within the study area have been or are in the process of being completed. For example, the interim safety improvement at Exit 4 in Newington, which was identified in the Feasibility Study and progressed as a separate project, is nearly fully completed with final construction work being finished this year. Several other relatively low-cost transportation improvements such as improved signing and restriping work in Dover have also been recently completed in the study area. As

far as the environmental impact statement process, a Scoping Report was completed and published in March 2004 which documented the project's purpose and need, existing conditions of the turnpike and environmental resources within the study area. A Rationale Report was published in January of 2005 which documented the evaluation and screening process used to identify the reasonable range of alternatives that would be carried forward for the study and that was published in January of 2005. The draft environmental impact statement or draft EIS, which includes a detailed examination and comparison of these alternatives was recently published and distributed in July of 2006. Concurrently through the course of the the draft EIS development, an extensive public participation process was undertaken. In addition to the 16 Advisory Task Force meetings previously mentioned, ten other public officials and public informational meetings were held to discuss various aspects of the project and to gather input and mold what is termed the "recommended preferred alternative." In addition, numerous meetings with the cultural resource and the natural resource agencies were held to discuss the project to gather their input. The department has strived to identify issues and concerns expressed at those meetings and has modified the current plan as deemed appropriate to try to resolve the majority of concerns that have been expressed. As Frank will describe in more detail, the recommended preferred alternative has a number of different components and involves a combination of highway and bridge infrastructure improvements with transportation system and travel demand management strategies. The department proposes to reconstruct and widen the turnpike to four lanes in each direction, three general purpose lanes and one

auxiliary lane between Exit 3 and Exit 6. Three lanes in each direction would extend south of Exit 3 and north of Exit 6. We've proposed to consolidate and reconfigure the interchanges whereby Exit 2 would be eliminated. Exit 3 would be reconstructed to provide a full-service interchange with northern access into Pease. Exit 4 ramps to Nimble Hill Road and Shattuck Way would be maintained. Exit 5 would be eliminated. And Exit 6 would reconstructed to provide a full-service interchange with U. S. 4 and Dover Point Road in Dover. We propose to rehabilitate and widen the existing Little Bay bridges while also rehabilitating the General Sullivan Bridge to a six-ton capacity. In addition Park and Ride facilities at Exit 9 in Dover and the Exit 13 area in Rochester and on U. S. 4 in Lee are proposed as well as improvements to intercity, express and local bus services. Also support for the expansion of the Downeaster Service and promotion of employer-based measures through increased funding for the Seacoast Transportation Management Association are also included in this preferred alternative. Lastly, the preferred alternative also includes provisions for a future rail access into Pease should the need for rail materialize at the Tradeport. Also as part of the project the department proposes to lay out a limited access right-of-way along the turnpike and the interchange areas similar to what generally exists today. Also several sections of controlled access right-of-way as indicated on the plans are proposed where the number of access points to the adjoining parcels are specifically depicted. No access on and off the turnpike will be permitted within the limited access sections. Some of the major or core issues that have arisen during the course of study, primarily the issue of whether six lanes

instead of eight lanes on the Little Bay Bridges can adequately accommodate the projected traffic. The department has determined that six lanes on the Little Bay Bridges will not accommodate the 2025 design year traffic demand, thus does not meet the purpose and need of the project. Congestion similar to that experienced today during existing peak hours would be evident prior to 2025 with the six-lane design. In addition the differences to key environmental impacts between the eight-lane and six-lane options are minor. The issue of the disposition of the General Sullivan Bridge was voiced during the course of the study. The General Sullivan Bridge is the second highest rated historic bridge in the state and a landmark structure. It's a highly rated historic resource. It's protected by state and federal law and determined to best be rehabilitated to continue to function as a pedestrian-bicyclist and recreational connection across the bay. There were concerns expressed that the widening would potentially spur secondary growth and development in the region. An in-depth study using a state of the art economics forecasting and policy analysis model was used to evaluate the potential indirect impacts on 33 communities. The no-build analysis for the 2025 year revealed that the region will continue to grow at a slightly slower growth rate than experienced by the communities since the 1970's and that the proposed infrastructure improvements at this location would have a relatively small impact on population and employment growth in the region. Other issues concerning noise, aesthetics, perpetuation of Exit 5 and access issues have all been contemplated and are documented in the draft EIS. We feel that the recommended preferred alternative being presented here this evening meets the project's purpose and

need while minimizing the impacts to the cultural and natural resources and surrounding landscape to the extent practicable. At this point what I'd like to do is turn it over to Frank O'Callaghan of VHB to present the department's preferred alternative and to describe what the displayed plans represent. This will all be supplemented with a computer projection of the plan to help everyone visualize and understand the project better. Frank.

FRANK O'CALLAGHAN: Councilors, agency representatives, ladies and gentlemen. Before I walk through the preferred alternative, I just wanted to point out some of the other graphics and plans that are on the boards. Down at the far end there are a number of other alternatives that were analyzed in detail during the course of the study that generated the preferred alternative. Chris made mention to a socioeconomic study that studied indirect impacts of both the No-Build and the proposed improvements to the infrastructure and turnpike, that included 33 communities and as Chris pointed out, the relative impact on growth with regards to population and employment is relatively minor in comparison, the impact of the proposed improvements would have in comparison to do nothing with the No-Build condition. There are a couple of other graphic simulations of what the bridge piers would look like if and when the bridge was rehabilitated and widened as proposed. There are other graphic simulations of what the infrastructure would look like from the air as you look towards the south, towards Newington or towards the north, towards Dover. Wetland mitigation plans, I'll touch on them as I conclude the presentation and other elements of the preferred alternative are also here. One other plan, aerial photograph, again the project study area beginning just to the

north of Exit 1 at the Tradeport, Pease Boulevard-Gosling Road extending north across the channel up into the Exit 5 area and terminating just to the south of the existing toll plaza in Dover. As I walk through the plan I just wanted to point out a couple of things with regard to the plan. First is the scale of this plan, one inch on the plan equals 100 feet on the ground and what you also see below, you'll see it graphically displayed momentarily, is the profile, how the centerline of the road goes up or down along the road. That also is one inch equals 100 feet horizontally. One inch equals 20 feet vertically. A lot of colors on the plan. Just to point again, for your reference, buildings are identified in a raspberry tone, raspberry shade. Existing pavement is light gray. The proposed pavement of the infrastructure improvements are outlined in yellow. Adjacent to the yellow is a brown area, that would be shoulder areas on the new roadway. Just outside the shoulder area you see dark green in many areas, that's the extent of slope or grading that would result from the construction of the infrastructure. Other lighter shades of green represent wetlands that have been documented throughout the study area. Driveways are indicated by orange on the plan. One other, there's blue hatch marks, detention basins or swales, that are designed to improve management of storm water and also to provide protection to the water quality within that study area. I'm going to begin, I'm going to walk through, I'm going to go south to north and the project begins about 2,000 feet north of Exit 1 at Pease Boulevard and Gosling Road. At that point three lanes match in to the existing three lanes of pavement in each direction. As we move further north, Exit 2, as Chris mentioned, would be discontinued from a traffic operations and safety

perspective, given its proximity to Exit 3. Traffic, the off and on traffic at Exit 2 at Fox Run Road would be redistributed to the Exit 3 Interchange. The Exit 3 Interchange has been reconstructed and would be reconfigured to provide a full-service interchange, servicing traffic both from the north and from the south. Woodbury Avenue would also be reconstructed at the interchange starting at Fox Run Road and traveling northbound providing two lanes in each direction through the interchange area above and across the turnpike on new structure intersecting at a new intersection which would be the intersection of the southbound ramps, as well as, providing a new intersection connection to the tradeport. There would be two new signals provided at Interchange 3, both for the southbound and for the northbound off and on traffic. Point of reference, existing traffic today exits onto Woodbury Avenue from the inside in a high-speed operation. In the future that traffic would exit more conventionally in a single-lane off-ramp in that fashion. As Chris mentioned earlier, limited access would be provided and would be maintained along most of the turnpike within the interchange areas. On the west side of the roadway there would be in the Exit 2-Exit 3 area a proposed new utility easement. On the east side of Woodbury Avenue, controlled access would be provided from the intersection to the tradeport around and back down towards the turnpike in this area here, that would provide one point of access in the future if required. Moving through the interchange area, again, this is three lanes of traffic in each direction, as we get to the north of the interchange on the turnpike it would be characterized by four lanes of traffic in each direction. That fourth lane of traffic would be continued between Exit 3 across the

bridges and up to the Exit 6 ramps-interchange area. That fourth lane on the outside of each barrel of the turnpike would provide a traffic management lane. Given all of the traffic that enters and exits at Exit 3 and Exit 4 and at Exit 6, that lane would facilitate both the entering, the exiting and the merging and diverging and the changing lanes that the traffic would desire to do between Exits 3 and Exit 6. Moving forward, if you would note that the most of the widening of the turnpike in this area is confined to the median area in Newington. I failed to point out this green and gray hatch legend refers to pavement that would be removed. This is the northbound barrel of the turnpike. This is a piece of the southbound existing turnpike opposite the old Drive-In site in Newington. That pavement would be removed in that general area. We move further to the north, the turnpike intersects a railroad access right-of-way that exists, and used to 40, 45 years ago connect the Gilford-Newington branch across the turnpike at grade and provided traffic, freight traffic into the Air Force base when it was active. What the preferred alternative does, reflects the planning for a future rail connection if and when rail would be reinstituted in the future on a future project and in so doing, reflects planning that'd be, that the railroad, new railroad connection would be above grade and would traverse over the turnpike and then connect into the tradeport. The Newington-Dover project, as part of the project the easements necessary to accomplish that work in the future would be secured as part of the project. In addition the pier foundation for the span that would support the rail going over the turnpike in the future, that foundation would also be constructed within the median as part of this project to minimize future construction impacts

if and when the rail connection were connected in the future. Moving to the north we see two major detention basins again, from a stormwater perspective. As we approach Exit 4 heading northbound, both the off and on ramps to Shattuck Way and southbound the off and the on ramps from Nimble Hill Road would be maintained. I should point out this is the existing Exxon-Mobil Gas Station convenience store located at Nimble Hill Road, the access, the direct access to the turnpike would be discontinued in the future and the current access off of Nimble Hill Road would be relocated to a new local connector road that would parallel Nimble Hill Road just to the rear of that facility. This local connector road would also provide access to abutting property in this area as well. Before I, before we approach the bridge, I just wanted to take a small step back and make a reference to the profile. And as I mentioned earlier the profile of the centerline of the improvements, that's how the roadway either goes up or down as you drive the road. Generally speaking the profile of the proposed preferred alternative generally reflects the existing profile of the current turnpike with one major exception and that is in the area between Exit 2 and Exit 3. In that general area the profile of the preferred alternative would actually be about eight feet to 12 feet below the profile of the existing southbound barrel. The reason the profile of the proposed improvements is dropping is to make it a bit easier to bring Woodbury Avenue above, over the turnpike in this area to make that connection as I mentioned earlier. We move up to the Little Bay Bridges and the preferred alternative reflects the recommendation to rehabilitate and widen the bridges to the west side. The widening to the west is to minimize impacts to the bay and to Hilton Park.

The rehabilitation will maintain the existing 60 mile per hour design speed profile that currently exists on the bridges today and the existing vertical clearance above the channel will also be maintained from a navigation perspective. With respect to the General Sullivan Bridge and as -- I'll call your attention to the cross section just up above here, this is as if you were standing on the bridge looking to the north, looking towards Dover Point, here's the existing bridge. Here's the proposed widening and the proposed widening will come out to about 15 feet just to the east of the General Sullivan Bridge. The General Sullivan Bridge would be rehabilitated to a six-ton capacity which would allow emergency access and maintenance vehicles onto the bridge from the Newington side of the bridge. The General Sullivan Bridge would continue to provide both a pedestrian and a bicycle link within the project area and within actually the entire region. It would also support the existing recreational activity that takes place today on the bridge. As has been mentioned, the General Sullivan Bridge is the second highest rated historic bridge in the state. It is eligible for the National Register of Historic Properties. It is a Section 4-f Resource which is protected by federal law. We will move now across the bridge over onto the Dover Point side of the project area. Again, as we come across, we approach Exit 5 and Exit 5 would be discontinued again for similar reasons that Exit 2 was discontinued, Exit 5 would be discontinued from a traffic and safety operations perspective given its proximity to Exit 6. Alternate access, replacement access to Wentworth Terrace area as well as Hilton Park would be provided by a two-way local roadway connector that would traverse under the turnpike and connect to Dover Point Road and then Dover Point Road with its

connections to the Exit 6 Interchange, would provide the access for both the Wentworth Terrace area as well as Hilton Park. I would point out that this local roadway connection would be at the same location where the existing one-way west to east connection exists today. It would simply be widened to provide two ways and there would be new sidewalk provided to maintain the pedestrian connection as well from both sides of the park. Moving further to the north, a retaining wall has been included in many areas along the section on the facade of the turnpike to minimize both property impacts as well as impacts to the natural environment. That being said, there are two properties that are impacted that would result in potential displacement. Those are the barn associated with K9 Kaos property located off of Dover Point Road and further to the north, Adaptations, which is another business, would be impacted. In addition where there are slight, smaller impacts to the adjoining properties, this red line indicates that the limited access right-of-way would be modified in that general area as well as in this general area. But in the area of Adaptations, controlled access would be provided to the parcel just to the north which could provide one point of access in the future if required. I would point out in addition a sound barrier, noise barrier is proposed at a length of approximately 4,100 feet that would extend from the park along the west side edge of the turnpike all the way up to the ramp area within Exit 6 Interchange. On the eastern side again, there is an existing retaining wall that would be retained. The widening again, is from the east side to minimize impacts to Pomeroy Cove. You see another retaining wall in this general area here, another retaining wall up in this area as well as we touch down on the Dover Point Road neighborhood.

The existing pedestrian and bicycle pathway which connects the park and Wentworth Terrace neighborhood adjacent to Pomeroy Cove would be preserved and extends up into Dover Point Road area. The access drive opposite the Cote Drive on-ramp that comes out onto the turnpike within the interchange area would be discontinued under the proposed action. Coming into the Exit 6 area, the Exit 6 Interchange again, would be reconstructed and reconfigured to provide full access to both the north and to the south from the turnpike perspective and to provide full access, a better local connection east to west along Route 4 and Dover Point Road. Dover Point Road would be reconfigured to allow two-way traffic operation its entire length. I'm going to focus just for a moment on the east side of the interchange. All exiting traffic, both westbound and eastbound traffic, would exit on a new diamond configuration and terminate at the U. S. 4 overpass under traffic signal control. Traffic headed towards the Scammell Bridge to the west would turn left on dual-left turn lanes. Dual-right turn lanes will be provided for traffic exiting towards Dover Point Road. I should also point out that the sound wall which extended from the park also extends, not adjacent to the turnpike, but extends adjacent to the off-ramp up to Route 4 and extends along Route 4 to about 200 feet just shy of the intersection with Dover Point Road. A traffic signal would be provided in the future at Dover Point Road to provide safe and efficient access to the Dover Point Road neighborhood. A second signal would be provided at the ramp terminal, the off-ramp terminal and a new access point, a new, a northbound on-ramp will be provided onto the turnpike. Moving over on the west side, a third signal would be provided to provide safe left turns onto the southbound on-ramp in that

fashion. Moving further to the west, a new local connector road will be provided between Spur Road under Route 4 to Boston Harbor Road. That allows the elimination of the existing traffic signal at Spur Road and Boston Harbor Road. The existing connection on-ramp from Boston Harbor Road onto the southbound on-ramp from Exit 6 would be relocated off of the new local connector road and that ramp would function in that fashion there. And moving just to the west, Route 4 would taper back prior to the Scammell Bridge and meet the existing two lanes of travel on Scammell Bridge. Let me jump back and just touch again on, I mentioned earlier the profile generally reflects the existing profile of the turnpike today. Again, as you can see this is the profile and generally speaking it's within four to six feet of the existing profile. One final comment on the, at the Exit 6 Interchange, two final comments, coming into the interchange area northbound and southbound the four lanes would taper back to three lanes. Again, I mentioned earlier that fourth lane is really a traffic management lane required between Exit 6 and Exit 3. That fourth lane is dropped, there's a tapering back to three lanes in each direction. Those three lanes match existing pavement just to the south of the toll plaza. Final comment on the infrastructure improvements and that being that additional sound barrier, noise barrier would be provided approximately 3,600 feet from the Exit 6 Interchange on both the westerly side and on the easterly side of the turnpike. I failed to mention, Chris mentioned it earlier, I failed to mention that the infrastructure improvements are only one element of the preferred alternative. The preferred alternative also includes a number of travel demand management strategies that would reduce travel demand on the turnpike and within the

general study area. Those recommendations from a travel demand management perspective include three bus recommended alternatives. The first would be new intercity bus service from Rochester to Boston with stops in Dover and Portsmouth down to Boston. A second bus alternative includes expanded commuter express service that is proposed, improving commuter express service from Rochester to Portsmouth that is proposed to go into service next year with the operator by coast. This recommendation is to expand that service by adding additional bus trips during the peak periods of service. The third bus alternative is to expand local bus service between Rochester and Portsmouth and Durham and Portsmouth. The COAST operates Route #2 from Rochester down to Portsmouth. Wildcat Transit operates Route #4 from Durham to Portsmouth and COAST also operates a trolley service that connects the malls, the Tradeport and Market Square in Portsmouth. For those alternatives, actually for all three bus services, both capital equipment as well as an operating assistance is recommended. That would be for a five-year period that would coincide with the construction period of the infrastructure improvements. In addition there is a joint proposal by the Maine Department of Transportation, the Northern New England Rail Passenger Authority and New Hampshire Department of Transportation to expand Downeaster service between Portland, which runs through the study area down to Boston. What that would do would add a fifth round trip daily train to Downeaster service which would then allow with some rail siting work in New Hampshire and the replacement of about three miles of track in New Hampshire would allow better peak hour service on the Downeaster with better commuter arrival time both in Boston and returning to Dover. In

addition new park and ride facilities are recommended in the vicinity of Exit 13 in Rochester, at Exit 9 in Dover and out on Route 4 in Lee in proximity to the Lee Traffic Circle. One final element, travel demand related, Chris mentioned it earlier and that is recommended continued support for the Seacoast Commuter Options which is the Seacoast Region Transportation Management Association, which works with employers in the region to provide, support to programs like ride sharing and transit subsidies and flex times. It again allows travel demands within the overall turnpike system and study area to be reduced. One final infrastructure improvement short term recommendation is not going to address the long-term problems but would address the merge situation particularly in the morning at Exit 6 southbound on the turnpike. Recommended improvement is to convert the two lanes on the turnpike which merge with two lanes on the on-ramp. You've got two lanes merging with two lanes, it's four lanes that are eventually merging to two lanes on the bridge. This recommendation is to maintain the two lanes on the turnpike, but to merge the two lanes on the southbound on-ramp to one lane and then have that one lane merge with the two lanes. Easy to merge three to two than four to two. That would be a short-term recommendation. It would entail discontinuance except for emergency access, the on-ramp from Boston Harbor Road onto the southbound on-ramp. That traffic would be re-routed up to Route 4 and they take a right turn and another right turn onto the southbound on-ramp. Final comments, with respect to the proposed infrastructure improvements, there are approximately 20 acres of impacts, of wetland impacts and as a result the department has worked in concert with local conservation officials and state and federal resource agencies

to develop a recommended wetland mitigation program. That recommended program, and I should point out of those 20 acres, there's approximately 12 acres of impacts in Newington and approximately eight acres in Dover. The recommended mitigation program would include, in Newington, preservation of the 35 acres referred to as the Watson property which abuts Tricky's Cove and restoration of approximately 2,700 feet of Railway Brook. If, for whatever reason, either of those mitigation sites were unavailable, there is another identified, another 100 acres of wetlands in and around Knight Brook in Newington which would be suitable for preservation as well. And that 100 acres is contained within three parcels. In Dover the recommended mitigation program includes preservation of 120 acres associated with the Tuttle Farm and preserving approximately 30 to 40 acres of wetlands up in Blackwater Brook area and in that area we've identified approximately 200 acres on eight potential sites. If, for any reason, either one or some of those properties were not available for whatever reason, we've identified another 175 acres located on the west side of the Bellamy River and those are contained, I believe within nine properties. That constitutes my description of the preferred alternative and I hope I was as brief as was promised. Thank you.

CHRIS WASZCZUK: Thank you Frank and we just have a few more minutes to get through the information we have. We'll try to be as brief as possible. With regards to the project schedule, funding and cost of the project is included in the State's Ten-Year Transportation Improvement Program as a federal-aid construction project and it is envisioned to be funded 80 percent federal funds and 20 percent state funds. No town funds are required as this time unless municipally-owned utilities located within the state right-of-way

need to be relocated due to conflicts with the proposed work. Construction costs for the highway and bridge infrastructure improvements and the other preferred alternative elements is presently estimated at approximately $180,000,000.00 with the total project cost to be estimated at $208,000,000.00, that includes engineering and right-of-way costs. The current ten-year plans lists the majority of construction funding programmed in fiscal years 2010 through 2015. Assuming that we have a successful hearing this evening and receive all the necessary permits and approvals, construction could begin by advancing the bus alternatives and the park and ride alternatives prior to actually starting construction. In the 2010 timeframe, that's when construction would be envisioned, primarily starting at the bridge locations first. As has been mentioned in order to construct the project, there will be impacts to private property and some right-of-way will need to be acquired. At this point I would like to ask Bill Janelle from our Right-of-Way Bureau to discuss the right-of-way process. Bill.

BILL JANELLE: Thank you Chris, members of the Special Committee, ladies and gentlemen. Before I get into the right-of-way procedures for the project there's a couple of things I'd like to mention. First, as Councilor Spaulding said, if you wish to submit additional testimony as a result of this hearing or in regard to these plans, you can address the material to Chairman Spaulding and mail it to the address on the handout map, it's the bottom left-hand corner of this map, and if we receive it prior to October 2, it will receive equal consideration to anything presented tonight. If you didn't get one of these maps, they are available in the back of the room at the table just as you come in to the auditorium. We also have with us tonight

a booklet entitled, "Your Land and New Hampshire's Highways," which describes the right-of-way acquisition and relocation assistance procedures utilized by the state. This booklet is especially useful for those property owners affected by the proposed project and again, these are available at the back of the room. If after reviewing the information received at this hearing and during the comment period Chairman Spaulding and the Special Committee find necessity of this layout several things will happen. First the department will be preparing appraisals for each of the properties affected by the proposed construction you see on the plans. The appraisals will reflect the market value of the property rights needed for the new construction. Prior to starting negotiations, the appraisals are reviewed separately to see that all are accurate and have taken into account all applicable approaches to value. The value in the reviewed appraisal will be the offer of compensation used as a basis for negotiations. A right-of-way agent will contact each property owner and discuss each acquisition separately. We urge owners at that time to ask questions and bring up concerns they feel should be considered. If the property owner is satisfied with the offer, deeds are prepared by the state and ownership is transferred to the state. If the owner is not happy with the amount offered, they can appeal to the New Hampshire Board of Tax and Land Appeals and argue for additional compensation there. It's important to understand this can be done with or without an attorney and either party can appeal the board's decision to the Superior Court if unsatisfied. Relocation assistance will also be made available to any property owners who are required to relocate as a result of this project. Any time after this hearing, but prior to design approval, all

information in support of the hearing is available at the department's headquarters in Concord for your inspection and copying. Thank you.

CHRIS WASZCZUK: Thanks Bill. As mentioned earlier the department completed a draft environmental impact statement documenting the environmental impacts anticipated as a result of the project. At this time I'd like to have Marc Laurin from our Environmental Bureau just briefly summarize the environmental aspects of the project. Marc.

MARC LAURIN: Thank you Chris. Good evening councilors, members of the Special Committee and ladies and gentlemen. Pursuant to the National Environmental Policy Act, the New Hampshire Department of Transportation employing consultants with expertise in various fields, has evaluated the potential impacts the project will have upon the socioeconomic and environmental issues. Coordination was established and input received from several federal and state agencies as previously mentioned by Bill O'Donnell. In addition input was received from the cities, towns and regional officials, an advisory task force and concerned citizens. Because the project was determined to have the potential for substantial impacts, a Draft Environmental Impact Statement and Section 4-f Evaluation was prepared. Following is a brief summary of the information contained in that document. Relative to air quality construction of the preferred alternative will not lead to any exceedances of state or federal carbon monoxide standards. At the regional level the project will be in compliance with both the 1990 Clean Air Act Amendment and the current New Hampshire State Implementation Plan. From a water quality standpoint there will be minimal increases in runoff from impervious areas to most streams along the turnpike. Proposed stormwater

treatment measures such as grass swales and detention basins will treat runoff from nearly all the new and reconstructed roadway and will ensure that minimal impacts will result in existing water quality of streams. Chloride concentrations are projected to increase in approximately 300 feet of the lower Pickering Brook in Newington, however, these increases are not expected to affect the type or reduced the number of aquatic species found in that brook. Widening of the turnpike will also impact directly 200 linear feet of this brook resulting in some minor loss of habitat. The preferred alternative will impact an estimated 3.9 acre feet of 100-year flood plains that are located along the Little Bay shore lines at the Little Bay and General Sullivan Bridge abutments and at the expanded bridge piers and in the vicinity of Pomeroy Cove and Spur Road. The largest impacts will be associated with the expansion to the Little Bay Bridge piers. Mitigation will include steeping the highway embankments and utilizing retaining walls where appropriate. Impacts are considered minor in context of the tremendous volume of the Little Bay and will have negligible affect on the base flood elevation in the area. As mentioned earlier, an estimated 20.4 acres of wetlands consisting of about 12 acres in Newington and eight and a half acres in Dover will be directly impacted. And the majority in impact will include forested wetlands, the most common type of wetlands found along the corridor. The department will propose to mitigate with the mitigation package previously described by Frank. And this mitigation package will provide the replacement of lost flood storage, enhancing water quality by treatment of stormwater runoff, open space and habitat protection creation. These areas will buffer important natural resources in Newington

and Dover and again, were shown by Frank, and previously described. To prevent degradation of adjacent wetlands and water bodies during construction, appropriate erosion control measures will be established. Prior to commencement of work the contractor will be required to submit a Surface Water Pollution Prevention Plan that will include Erosion Control and Stormwater Management Plan specific to the project and the construction scheduling. Hydrodynamic modeling of the proposed lengthening of the Little Bay Bridge piers combined with the General Sullivan Bridge piers predicted a small change in tidal current velocity, less than 0.5 feet per second. The hydrodynamic effects on the tidal height were less than 0.2 inches. The effects of these changes on the essential fish habitats of the Great Bay Estuary are anticipated to be minor. The project will not have any effects on federal or state threatened or endangered species. As mentioned before several neighborhoods are presently adversely impacted by traffic noise levels and the predicted noise levels of the preferred alternative will not create additional impacts but will perpetuate the existing problems. To mitigate for these noise impacts the department is proposing the installation of sound barriers at four locations as previously described. Cultural resource investigation, pursuant to Section 106 of the National Historic Preservation Act of 1966 determined that there are 16 individual resources in two historic districts eligible for their National Register within the project area. They are described in the Draft Environmental Impact Statement and are shown on plans displayed here tonight. If anyone knows of any other cultural resources that have not been identified, please bring them to our attention tonight or within the comment period following the hearing. The preferred alternative will have

adverse affect on the General Sullivan Bridge and four individual properties as previously described by Bill O'Donnell. The preferred alternative could also impact up to 18 sensitive historic and Native American archaeological sites, but further investigations will need to be undertaken prior to construction to further assess these areas. There will be no environmental justice impact as no minority or low-income populations are differentially affected by the project. An estimated 20 sites with potential petroleum or hazardous materials involvement may be affected by the project. These sites will require further study to accurately define the risk relative to encountering contamination during construction of the preferred alternative, although none of these sites is expected to pose a substantial problem. The department and the Federal Highway Administration believe that this project has been designed in a manner that minimizes impact to sensitive resources, ensures a balance between engineering and environmental concern and provides a safe transportation facility that meets the future public needs. I have a copy of the Draft Environmental Impact Statement on hand for anyone who wants to review it after the hearing. The document is also available on a CD and it is also posted in the Newington-Dover-Spaulding Turnpike website which is at www.newington-dover.com. This concludes my presentation. Thank you.

CHRIS WASZCZUK: Thank you Marc. This concludes the department's presentation. I'd like to thank everyone for their patience and attentiveness. I know we had a lot of information that we needed to present. I also would like to thank the Advisory Task Force members and all the state, federal and local officials and citizenry for their participation and input into the project to this point. I would also

like to point out that any information that's submitted to the department as testimony this evening or during the comment period will be copied to the other agencies for their files and their records. Lastly I want to mention that the hearing plan, the Draft Environmental Impact Statement is posted on the project's website, which is www.newington-dover.com. The project site can also be accessed through the department's website. At this time I'd like to formally request Councilor Spaulding and the Special Committee to find occasion for the necessity for the layout of this project as presented here this evening. Thank you for your consideration.

CHAIRMAN SPAULDING: Thank you. That was a very thorough presentation. Before we begin the public comment period I'd like to point out that we have a microphone up here at the head of the aisle here in the middle. As we said this hearing is being recorded and it's important if you have comments or suggestions to make about the project that you come up to the microphone and speak into that and address your comments to the Special Committee. At this time I'd like to recognize any of the local and state officials who may be here and have a comment to make. I know I saw Senator Iris Estabrook and --

SENATOR ESTABROOK: (Inaudible).

CHAIRMAN SPAULDING: Senator, you're supposed to use the microphone.

SENATOR ESTABROOK: Thank you very much Mr. Chairman. I just came to listen basically tonight and just to let my constituents from Dover know that I would be happy to have any of them get in touch with me if the project moves along if there's any issues I can help to resolve and I've been working with DOT and hope I can facilitate anything that needs to happen. So, I'm just going to stay and listen. Thank you very much.

CHAIRMAN SPAULDING: Thank you. I also noticed that Senator Chuck Morse is here, was here.

SENATOR MORSE: Is here.
CHAIRMAN SPAULDING: Is here.
SENATOR MORSE: Yeah.
CHAIRMAN SPAULDING: Okay. Senator Clark, was she -- I believe I saw her earlier, I know Mayor Scott Myers from Dover is here and I would like to recognize him at this time.
MAYOR MYERS: Thank you Mr. Chairman, Councilors and members of the Committee. I'm Scott Myers. I'm the mayor of the City of Dover. I would like to speak on a couple of topics briefly tonight regarding this project. The first as it relates to the proposed mitigation package has the full support of the Dover City Council and me speaking to this tonight. And the project has been a joint effort between the Department of Transportation, the City of Dover Open Lands Committee, the Conservation Commission and the Strafford Rivers Conservancy and includes the possible completion of the 120 acre Tuttle Farm Conservation Project ensuring the woodland habitat and agricultural fields that border Varney Brook within the Bellamy River Watershed are protected in perpetuity. It has the full support of not only this city council but the previous city council that left office in December as well, and again I'm speaking on behalf of the entire council tonight on that particular part of it. The rest of the comments are mine and relate to constituent concerns regarding the project. My biggest concern that I'm representing tonight is the impact to property owners and neighborhoods along the way and I urge that as this project moves forward you follow through to the fullest extent possible with the noise reducing barriers that you spoke of along the Spaulding Turnpike, also north of the tolls on both sides that we can protect the neighbors there and the neighborhoods for the privacy issues that are there as well as the sound issues, also to try to minimize to the fullest extent the trees that are cut for the property owners that

are there and replacement of quality, preferably evergreen styles of trees that will continue to give them the quality of life issues. And finally, the Dover City Council by resolution had endorsed and encouraged the New Hampshire DOT to add a sidewalk along the Boston Harbor-Dover Point Road corridor that connects Boston Harbor Road to Hilton Park through the Bitner Pass along Pomeroy to Dover Point Road. As we all know the traffic is going to increase with the two-way traffic running along that area. We strongly urge that the sidewalk is constructed along that entire length again, for not only safety issues, but for quality of life issues for those residents and those folks who are visiting the area as well as Hilton Park. I thank you for having this public forum this evening and appreciate the opportunity to address you.

CHAIRMAN SPAULDING: Thank you. Any questions? Mr. Adams? I just would like to point out because you're the first speaker with a presentation that the issues that you brought up on the sidewalks and other impacts of this project, each of those will individually be addressed by the department in the Commissioner's report. That goes not just for you but for anyone who speaks today who makes a request or suggestion. They will considered and a reason for acceptance, denial, modification will be presented in the final report. So, thank you.

MAYOR MYERS: Thank you.

CHAIRMAN SPAULDING: I have over 20 cards, so we're going to request that you hold your comments to three minutes as it says on the card. That way we can be out of here before midnight. Marcia Colbath from the Dover Open Lands Committee. She will be followed by Mark West just so that you can be prepared. Thank you. Marcia.

MARCIA COLBATH: Hello, Marcia Colbath. I'm Chairman of the Dover Open Lands Committee. The Open Lands Committee has partnered, as was

said before, with the Strafford Rivers Conservancy and the DOT to identify areas of our community to be used as mitigation for this project. The Tuttle Farm on Dover Point Road and the Blackwater Brook area in the northern end of Dover have been identified as priorities by our committee. The completion of the Tuttle Farm Conservation project will preserve America's oldest family farm in perpetuity. The parcel located in the Blackwater Brook area will join some 600 plus acres of continuous conservation land providing valuable wildlife habitat, water supply protection, and scenic view shed for generations to come. The Open Lands Committee fully supports the mitigation package and seeks to have it expedited to assure preservation of these parcels in light of the constant threat posed by development. Thank you.

CHAIRMAN SPAULDING: Thank you Marcia. Mark West, he will be followed by Leon Kenison.

MARK WEST: My name is Mark West. I'm a consultant who's worked with the Town of Newington since 1999 doing an inventory and study of the town's wetlands. During that work we spent a lot of time identifying some unique wetland systems that were altered by the Air Force during their tenure on Pease and specifically the Railway Brook Restoration Site is one of the only places I've seen in New Hampshire where through the ditching you have two streams that cross each other. Only the federal government could make that happen. They actually have the Railway Brook ditched down to Flagstone Brook right into Tricky's Cove and then the original Pickering Brook flowed this way, so the reason I'm bringing that up is the restoration of this site that's been heavily degraded historically is a big priority for the Town of Newington. There's another brook, McIntyre Brook on the other side of town that also drains into Great Bay. These systems have suffered a lot of degradation and we

think it's very good that the DOT has targeted this site as a restoration site. There's a lot more information that's needed for us to understand some of the risks associated with contaminants and other issues in this project, but we very much hope that through the studies and through additional information we can find out just how much wetland can be restored, just how much water quality protection can occur from this project and we're very anxious to move forward with that. The Watson parcel, I'll look at this area here, is very important to the town also. It's bordered by two prime wetlands which are the two tidal wetlands on either side of the peninsula and also is a very worthy area for protection. And the last comment I was asked to make through the Commission is that the individual alternative area of the Drive-In is not a priority area in the eyes of the Town of Newington. They just feel that that's an area that may eventually get developed or has other uses rather than mitigation, so those are our comments tonight. I have a written letter of comments that expand further, but I don't have enough time.

CHAIRMAN SPAULDING: Thank you Mark. Councilor Wieczorek?

COUNCILOR WIECZOREK: All set. Just going to have him bring his remarks over, so --

CHAIRMAN SPAULDING: And I would like, I thought your comments were very well taken. The, the final Environmental Impact Statement, I don't believe is due until, is it next July? July of 2007? And I would hope that you would be able to work with them in the final deliberations on that EIS.

MARK WEST: Yes, I've been in touch with the consultants regularly on this --

CHAIRMAN SPAULDING: Okay.

MARK WEST: -- but and it's a big undertaking to do this restoration, but you're not going to have an opportunity like this very often to have it right next to where you're working and something that you can really fix, some real damaged systems.

CHAIRMAN SPAULDING: Very good. I think they're very sound comments and thank you. Leon Kenison and will be followed by Anna Boudreau from the Strafford Rivers Conservatory. Commissioner, different hat tonight.

LEON KENISON: Indeed. Councilor Spaulding, Wieczorek and Member Adams, I'm Leon Kenison. I'm now Facilities Director for the Pease Development Authority and I wish to read a letter that we've directed to you folks and essentially I'll paraphrase it this way. This is to memorialize the support of the Directors of the Pease Development Authority for the preferred alternative as described in the layout petition and further identify it as Alternative 13 of the Little Bay Bridges and Approaches Improvements Project and officially known as the Newington-Dover project 11238. During a regular business meeting this morning the Board of Directors of PDA voted in support of the proposal. They concur the preferred alternative will provide congestion relief, enhance the safety of those traveling the Spaulding Turnpike to work and to engage in business at the Tradeport. It is also recognized a new northerly entrance at Interchange 3 as described by Frank earlier, will help disburse travel patterns within the Tradeport and make Pease presence more valued. The Pease Development Authority is pleased the preferred alternative provides for the possibility of future rail service to the Tradeport via an elevated crossing of the turnpike. The preservation of the right-of-way for a future rail crossing enabling a lower profile of the turnpike is a demonstration of accommodations made by the Town of Newington officials, New Hampshire DOT officials and the PDA. We wish to thank the New Hampshire DOT project staff and also the staff of the consulting engineering firm of Vanasse, Hangen & Brustlin for the cooperation and development of the project options and accommodations of concerns expressed

during extensive project development process. We urge the committee's rapid approval of the proposal and that construction be realized with all deliberate speed. Thank you very much for the opportunity to make these comments.

CHAIRMAN SPAULDING: Thank you. Questions? Mr. Adams? Anna Boudreau and will be followed by, I believe it's Gail Pare of Little Bay Road in Newington.

ANNA BOUDREAU: My name is Anna Boudreau. I'm the executive director of the Strafford Rivers Conservancy. We're a land trust that conserves land in and around Strafford County. I'm also the project manager on the Tuttle Farm Conservation Project so I've been working closely with Mr. Tuttle, who's actually here this evening, but he didn't fill out a card. For a couple of years now to conserve the 120 acres of his historic family farm, we've also been working with the City of Dover on this project and recently last year, with the Department of Transportation and I've been very pleased to be working with them with regards to using the Tuttle Farm as the possible mitigation site. I understand that usually you go identify areas that you'd like to preserve and then when the project's approved you go and contact landowners and this is a little backwards, we already have a project that is ready to close, actually it's been ready to close for awhile. So it would be the opposite. We have a project ready to go and you have the funds available. So I would encourage you to approve it and that -- as well as the Blackwater Brook area. I do work with the City of Dover Open Lands Committee and that area's key and significant to our wildlife protection area and wildlife habitat area and actually Marcia said a lot of this, so I'll end my comments, but I did want to stress our thanks for all the entities that have been cooperating.

Thank you.

CHAIRMAN SPAULDING: Thank you. Questions? Gail Pare followed by Barbara Rushmore.

GAIL PARE: Gail Pare, 188 Little Bay Road, Newington. First of all I'd like to thank the Department of Transportation for their response to public comment throughout the advisory process. I was able to attend a number of those advisory meetings and I was very pleased as I'm sure most of the members of the Committee were to see plans actually being changed as a result of various public comment. The one thing that I did want to bring up at this point, I think it has been brought up as a public comment at those meetings, but we're going to be, particularly on the Newington side, going from two barrels that are fairly separated of the highway and smaller, to 12 lanes wide put all together. And that's going to be an awfully wide open impact which is going to take down all the trees essentially between the two barrels that are there now. I urge the Commission to consider, if at all possible, to separate the barrels. I know as we all have driven on various interstate highways, it's a lot nicer when barrels are separated from a visual standpoint. If that's not possible, to consider adding as many trees as possible on the edges of these roadways to screen them. You can't screen them when you're on them, but at least you don't have to look at them all the way across. The other thing I wanted to speak to is the issue of preserving the General Sullivan Bridge. I was rather amazed to hear Jim Garvin from the Department of Historic Resources delineate how truly historic that bridge is. We all know that it's old, but it was actually an innovative engineering project in its day. And I'm glad that we're going to be able to employ some federal funds to reconstruct a landmark that the State Of New Hampshire kind of neglected over the last

few decades and I rather like the idea that we're going to able to preserve that for the future. Thank you.

CHAIRMAN SPAULDING: Thank you. Barbara Rushmore followed by Joyce Elkovarti, Bellamy Woods in Dover. Before you start, I told everybody to speak into the mike.

BARBARA RUSHMORE: I can reach it. I'm Barbara Rushmore and I live at 191 Spur Road. I approve the wetlands mitigation and the completion of the purchase of the Tuttle Farm Conservation Project. I approve the noise mitigation and the sound barriers, in particular along the Dover toll booths and I approve construction of these sound barriers before bridge and highway construction begins. Thank you.

CHAIRMAN SPAULDING: Thank you Barbara. Joyce, to be followed by Tom Morgan.

JOYCE ELKOVARTI: Hi. My name is Joyce Elkovarti and I'm from Dover and I'd like to ask that you approve and if possible, expedite the mitigation funding that you've earmarked for the two Dover conservation projects. They're both outstanding projects. They both are ready to go. The Tuttle Farm is one of the two oldest family-run farms in the United States. This huge and the Blackwater Brook project is an exemplary natural community that is well-deserving of protection. Actually the other thing I wanted to talk to you about is the barriers that are being proposed that obstruct the views of the water. I realize those are sound barriers, you know, for the benefit of the residents who still live there, but I mean I was taking a look at these along the wall of the far end there and it's kind of like driving through a tunnel, albeit a tunnel without a roof. So, I mean I think that this bridge is really a gateway to the whole region and the outstanding views of the river enjoyed by commuters, area residents, people going from one side of the bridge to the other to shop and thousands of tourists who use this roadway, you know, just passing through

to get to points further north. I just don't think it's very attractive or very welcoming to come barreling through what's essentially a tunnel, you know, if there are options that exist, even the plexiglass wall option, it's hard to get excited about unless those plexiglass walls are self-cleaning because I can see those getting pretty dirty pretty quickly between the salt and the spray and the exhaust and all that good stuff. And again if the purpose of the wall is just to reduce the, it's a traffic noise impact upon the folks who live nearby, I would strongly urge you to try to find some other way to compensate, to fairly compensate these folks. They deserve compensation for the impacts that they're going to suffer. Preferably a way that doesn't involve sacrificing the views that are enjoyed by everyone who travels across the bridge and this bridge that gives the region really its character. Once the bridge is built it will change forever the character of the landscape on which it sits. That said, we need this bridge, we really need this bridge. But please can we make it a pretty bridge? Or at least a bridge that doesn't, whose impact won't compromise the views of the water for which the region is renowned. Thank you.

CHAIRMAN SPAULDING: Thank you. Tom Morgan, followed by Eleanor Hendricks.

TOM MORGAN: Good evening. Tom Morgan. I'm the Town Planner for the Town of Newington and I'd like to state that the Newington Board of Selectmen and the Planning Board and the Conservation Commission all support Alternative 13. It is our preferred alternative. One of the more significant issues that brought us to this point is the acoustical impact of the turnpike. This is going to be very important to the residents of Newington because we are a small town in a small land area and whatever goes on in the turnpike is going to be heard for quite a distance. I did

note that the Dover side of the project has pedestrian infrastructure and acoustical mitigation planned and I noticed there wasn't much of that on the Newington side, so I ask the DOT and the designers to take a look at that and address the need for pedestrians to cross from one side of the turnpike to the other. I know there aren't that many locations where that's feasible, but I think they could probably do a better job than what's on the plans now. We will be submitting detailed written comments in the coming days. Thank you.

CHAIRMAN SPAULDING: Thank you. Eleanor Hendricks followed by Cynthia Copeland.

ELEANOR HENDRICKS: Hi. My name is Eleanor Hendricks. I live at 401 Dover Point Road in Dover. I like what's happened in Newington. It looks like you've done a lot of work there. But frankly, it looks like most of the problems for the road have been moved from Newington to Dover. Specifically the Exit 6 ramp onto Dover Point Road. I don't know how much traffic goes onto Route 4 and Dover Point Road and then is also supposed to go under the bridge and come out on the Dover Point Road side. But it, if you put a stop light at the end of that on the Dover Point Road, I think you're going to have all that traffic that used to back up in Newington now be backing up in Dover. I sit right near the bridge. I watch the traffic in the morning. Most of the problems seem to be in Newington. The traffic does get backed up into Dover and I know in the afternoon when I come home I travel over that bridge and you're traveling maybe 25-35 miles an hour in Newington and you hit that bridge, the traffic's clear and even though they're not supposed to, people are driving about 60 miles an hour on the other side. I also notice that you have made one change, I guess based on the letters that people like I have written, saying that you keep calling Dover Point Road on most

of the maps you have it delineated as Boston Harbor Road. It looks like now you are calling our section of it Dover Point Road. I appreciate that. I've got to say about the General Sullivan Bridge the historic value, I'm finding some of that questionable 'cause I'm looking at the bridge, the condition that it's in now. There are holes in it, I guess not big enough for people to fall through, but it's getting pretty bad. So if that's not saved pretty soon, more years under that salt water, I don't know how it's going to be saved. Another question I have is about water drainage into Pomeroy Cove or water drainage off the highway. If you look at the map for the houses that are on the west side of Dover Point Road in that area, there's a lot of wetlands there and we were told that there would be drainage systems that go across near Adaptations. Some culverts are blocked and now we have a lot of water on the west side of Dover Point Road that doesn't seem to have been mitigated. I do water quality testing for the university, the Great Bay Coast Watch that's part of the Sea Grant Program. I don't want to see a lot of sludge go into Pomeroy Cove, but I think something has to happen there so that we're not under water most of the year as happened in this past year.

CHAIRMAN SPAULDING: Excuse me, before you go on. Is that the, the water drainage, is that an issue that the department has looked into? Is that something that the state would do or is that a city issue?

CHRIS WASZCZUK: It's part of the project and we're going to look closely at drainage and runoff and water quality issues. We have detention basins located throughout the project and we will continue to refine those locations during the final design of the project should this project move forward.

CHAIRMAN SPAULDING: So if the project goes forward there would be proper drainage, it would be

taken care of in the neighborhood that she is talking about?

CHRIS WASZCZUK: The runoff off the turnpike, yes.

ELEANOR HENDRICKS: 'Cause it's not happening now.

CHAIRMAN SPAULDING: I'm sorry?

ELEANOR HENDRICKS: It is not happening there now and there was already some mitigating factors supposed to be in-place for the water that's there now. They filled in. We tried to get them cleared. It hasn't happened. I believe that's part of the City of Dover's responsibility at this point, but if it's going to be a bigger highway system, I think somebody else needs to decide who's going to handle it.

CHAIRMAN SPAULDING: Would you be willing to meet with them at a later time to discuss that particular issue?

ELEANOR HENDRICKS: Sure.

CHAIRMAN SPAULDING: Okay, go ahead. I'm sorry to interrupt.

ELEANOR HENDRICKS: And my last thing is there a couple of things that really terrify people on the roads around here. One of them is coming up to that bridge, there's S-curves in Newington. It looks like you took care of it and it won't be so frightening. I know a lot of people that don't come to Dover 'cause they don't want to cross the bridge because the S-curves, they come around the corner and there's the bridge going off in a different direction than what they're driving. It looks like that's going to be solved and taken care of, but the other things that terrify people are rotaries. And I think a lot of the -- there's some traffic that might be mitigated if the rotary on 125 at the Lee Circle, if something happened to that so that people can travel north and south on Route 125 and maybe get some of that traffic off on the Spaulding Turnpike. So, those are my comments. Thank you.

CHAIRMAN SPAULDING: Thank you. And I would encourage you to work out a time to meet with some of the department people to further pursue the issues that you raised, if that's -- okay? Any -- all set. Cynthia Copeland followed by Bruce Woodruff.

CYNTHIA COPELAND: Councilor Spaulding, I will be speaking on behalf of the Seacoast MPO and Cliff Sinnott and I have split our presentation this evening and so I ask permission that Cliff speak with me at the same time.

CHAIRMAN SPAULDING: Of course.

CYNTHIA COPELAND: Thank you very much. As you know the Strafford Regional Planning and Rockingham Planning share transportation planning responsibilities for the region under the Seacoast MPO. We are here together to share our comments with you. We have not prepared final written comments on the draft EIS to submit this evening, but will do so prior to the end of the comment period. I will be covering comments relative to the highway and bridge and related mitigation aspects of the EIS. Cliff Sinnott will cover those relative to the transit transportation demand, management analysis and to the analysis of indirect and secondary impacts. First I want to clearly state that the Seacoast MPO continues to support this project as the region's top priority highway improvement. It is a critically needed improvement to our transportation system. We also want to express our appreciation for extensive work that New Hampshire DOT has done with the communities, the Advisory Task Force and the MPO in the development of the alternatives included in the draft EIS. The feedback we have received from our communities indicates that DOT has been very responsive to the input they have received throughout the process and we do appreciate that and I'm giving Chris a big smile down there as the project manager. We do have a number of questions and concerns about the draft EIS and we will share the most pertinent. First of all we believe that improvements to the corridor will vastly improve the safety of travel along the corridor. We also support full implementation of the incident management system for the corridor including the interim measure

described in the EIS to aid in reducing accidents and reducing traffic impacts of those that do occur. The MPO has in the past supported the rehab of the General Sullivan Bridge for bike-pedestrian use and continues to do so. We also support this option because it preserves an alternate crossing of the river should that be necessary in an emergency, however, the current plan to remove the northern approach ramp to the bridge and replace it with a bike-pedestrian ramp and to weight-limit the rehabbed bridge to vehicles of less than six tons would appear to preclude this emergency contingency use of the bridge. Details are lacking on this aspect of the project and the MPO would like to see the design as well as information on what efforts would be necessary to restore the bridge beyond the six-ton limit as well as the improvements that would enable the bridge to carry traffic in an emergency. Lacking other information it appears shortsighted to invest in rehabbing the bridge, yet not preserving the ability to use it in a true emergency. We think it's important that the public is fully aware of the scale of the changes that will be brought with this new bridge. As you know, federal law requires states and MPOs to provide visualizations of projects for the public. The visualizations included on the project website are a great start and the ones that you have here this evening are similar, but the high altitude of the aerial views and their small size does not provide a good sense of the scale of the change. The MPO would like DOT to develop additional visualizations of the project that would provide residents of Dover, Newington and the larger region with a clear understanding of the scale of this project and the relationship to the surrounding area and scenery. This portion of the Spaulding Turnpike-Route 16 corridor functions as the gateway into

our coastal and upland communities and beyond to the lakes and White Mountain regions of the state. The views of our National Estuary, Little Bay and Piscataqua River approaching and while on the bridge, are one of the true signature views in this region. Great care should be taken to minimize the visual impact of the bridge replacement. Additionally the increased width of the roadway and the realignment of the facility south of Little Bay Bridges will eliminate much of the existing forested median area in Newington. How will the highway be landscaped to offset this loss of woodland? While the benefits of soundwalls to the adjacent neighborhoods are significant and important to these neighbors and residents, the MPO is concerned about their visual impact for over 7,700 feet along the corridor. New Hampshire DOT should utilized architectural design and extensive landscaping using native plants to improve the aesthetics of the area. As stated above, this is our signature view for the region. And this in regards to mitigation, in Section 4-6 on Freshwater Wetland Resources, the mitigations are outlined for the preferred alternate. The guiding principles of having roughly proportional mitigation to impacted areas in each community, that's Dover and Newington, and a mix of restoration and preservation are supported by the choice of projects. In Section 4-9 on Surface Water Resources, the MPO notes that no infiltration has been proposed as part of the treatment. We question whether there are any negative impacts from diverting water and runoff away from nearby wetland systems. We would like to know where the detention basins will outfall to and whether issues of temperature of outfall were included in the mitigations. And finally, before Cliff does the next section, I'd like to say that Strafford Regional Planning Commission and the

Seacoast MPO strongly supports the Tuttle Farm Preservation of 120 acres of upland and wetland habitats. With the change in our regional view (inaudible) along the Spaulding corridor it becomes even more critical to not only preserve our working farms but to preserve the views of our agricultural heritage. Thank you so much.

CHAIRMAN SPAULDING: Thank you. And I would just like to comment that I would expect that you would be able to work with the Department of Transportation in incorporating some of your suggestions.

CLIFF SINNOTT: Good evening Councilor Spaulding, Wieczorek and Mr. Adams. Thank you very much for this opportunity. Two quick areas I wanted to cover, one is the transit and transportation demand management aspects of the proposal and the second impacts aspects. On the transit issues we just really have two major comments, one is that there are few of the assumptions that are made in generating the ridership estimates that we think need to be revisited. Things have changed since they were done, not the least of which is the price of gasoline which was under $2.00 a gallon when the study was undertaken. We've noticed very recently that the change in gasoline prices has had a tremendous impact on the ridership of all the transit agencies that operate in the region and I think that it would be best if the numbers indicated in the EIS reflected some of that change. We don't expect that that would have any material affect on what the preferred alternative is, but we feel it's important to document the demand for these alternatives because as is indicated in the EIS they're going to have to be funded through the CMAQ program and through other means and we need to be able to demonstrate that there's a demand and that they are worthwhile. I wanted to talk also about the funding of those

projects. I think that is a major concern of ours. These projects, we consider them to be integral to this proposal. They're part of the alternative and I think Frank O'Callaghan went through them very nicely, but there are three bus alternatives. There's a rail enhancement project. There's several park and rides. With the bus alternatives in particular, the long-term funding of those is in question especially the local Wildcat and COAST Route services which do depend, especially the COAST Service, on subsidies to operate. CMAQ congestion mitigation funding is available to cover three to five years of funding, but beyond that we don't know how they would be funded, so we would request that in the final EIS that that issue be addressed. What's the sustainable funding source for those aspects of this preferred alternative? Regarding the indirect and secondary impact analysis, our sort of gut reaction or sort of intuitive reaction to the results is it seems to underestimate the impact in terms of secondary growth that might be expected. This is a fairly significant bottleneck in the region. It's a matter of opinion, I think, it's hard to quantify whether there's anything wrong with the analysis as Chris Waszczuk said, it was a very thorough and well-done analysis. The one issue we would like the consultant to examine is the use of all of Rockingham County's data in the analysis itself which tends to -- Rockingham County has more population and employment in the western side of the county, outside the study area. We feel that may have diluted the results. We did spot two other problems with the analysis of how that additional land development would impact wetlands. One is that the table in Chapter 4, I believe it's 4-65, indicates that an average of five percent of the wetlands in the study

area, or five percent of the land area in the study area are wetlands by National Wetlands Inventory Source. When we looked at that same source, we come up with a number like 21 percent, so I think there's either a misunderstanding on our part or an error in that analysis. One last comment about that, we would acknowledge that unlike the I-93 project which had a significant amount of induced growth that was forecast to happen without, I think, a lot less is expected here for a number of reasons, not the least of which is that the total travel on this corridor is less and the scope of the project is less. We do think that there will be some growth, however, and one of the things that the DOT did that was really, I think, the groundbreaking aspect of that I-93 project, was to include a project that would assist communities to plan for growth and although that need is comparatively smaller here, there still is that need and we would recommend that that be made a component of this project, but in a much more modest way and a much more focused way and that that assistance to communities for planning be focused on just two things, one is implementing the land conservation plan for the seacoast area that was recently developed by the Coastal Program and the Estuaries Program that identifies specific land areas that should be protected. It recommends that much of that protection be done through land use measures and I think communities need some help in implementing that. And secondly, one of the issues of traffic on this facility is there's a mismatch between housing and jobs and we would suggest that a focus of that assistance be toward helping communities deal with work force housing. Thank you very much. I wanted to reiterate that we are very supportive of the project. We appreciate the department's diligence in moving this along, which in what I think is an

expeditious manner. Thank you very much.

CHAIRMAN SPAULDING: Thank you. Bruce Woodruff followed by Tony McManus.

BRUCE WOODRUFF: Good evening Executive Councilors and Layout Committee. I'm Bruce Woodruff, Dover City Planner and also a member of the Advisory Task Force. First I wanted to commend the New Hampshire Department of Transportation for this very fine contact-sensitive design process and the Advisory Task Force process. But I'm here tonight to talk about how the city supports the Newington-Dover project alternative 3, including the revised location for the cross turnpike access road and that's because alternative 3's infrastructure improvements are the result of careful study and deliberation of the Advisory Task Force members from Dover who are charged with working to ensure that the impacts to both Hilton Park and the entire Dover Point area would be to the smallest extent possible and it also takes into consideration the New Hampshire Division of Historic Resources' emphasis that the General Sullivan Bridge is a highly rated and valued historic resource and should be rehabilitated with a viable use. Further, the city supports coordinating, have the proper state agencies prior to construction of this project coordinate, fund and then during construction of the project, implement improvements to help the park that are badly needed especially at the boat ramp. The Dover City Council made that part of their resolution. This is very important to the City of Dover to make the boat ramp usable, it is -- and to make those needed improvements to Hilton Park at the time of construction of the project. We're not supposing that the funding would come from the project, but we think the timing is right. The city also endorses adding the noise-reducing barriers in all the places that have been shown as part of the DEIS to preserve the quality of life for all the

residents of the pocket neighborhoods that are affected on that narrow peninsula of land. As we all know there has to be a balance between transportation needs and the needs of those that live in that area and I'm not downplaying people wanting to look out the windows of their cars as they cross the bridge, but I do submit to you that maybe on a high-speed highway they should be paying more attention to driving their cars and if they want to see the views, they should get off onto the local roadway system and maybe eat at a local restaurant by the water. It's very important for the Dover residents to get these noise barriers. I think that's what I'm trying to say. Two more quick issues gentlemen. The southbound Exit 6 interim improvements, I think we would have hoped by now that they would have been done. I know they're going to cost about $100,000.00. I guess I am advocating that we find that money. That is needed now. The traffic backs up on the Scammell Bridge into Madbury and back into Dover and Durham and beyond in the morning. That simple change from four lanes to two, from three to two is sorely needed and I guess I'd like to have that in the comments as well. Finally, under your travel demand management actions that are proposed, there are some bus alternatives that would fund capital improvements, you do mention the Dover Park and Ride at Exit 9 and you do make mention of Dover's planned fast trans service that would pulse back and forth between Dover's train station and the downtown and that park and ride. I guess I submit to you that that's the missing piece in what you're going to fund as part of travel demand management, that you mention it, but you don't mention that it's being funded. And I do realize you need to get into the record that this project is an already approved CMAQ project that is underfunded by

approximately 50 percent. This does what you say needs to be done under that TDM program. It gets folks from the turnpike at Exit 9 to the train station to get on the Downeaster and back. And I think it really needs to be added and I appreciate your attention tonight.

CHAIRMAN SPAULDING: Thank you. And we're aware of that project that you just talked about.

BRUCE WOODRUFF: Thank you.

CHAIRMAN SPAULDING: Thank you. Tony McManus followed by Councilor David Scott.

ANTHONY MCMANUS: I'm Anthony McManus from Dover. I'm a member of the Dover Planning Board and recently we've completed a downtown traffic study, which is one that we do periodically because we have the same problem as the bridge at rush hour. We have traffic backed up in all directions in the Dover core. As a result of the studies that we've done over the years, part of the problem is because people will not go through the toll booth and will take Dover Point Road as a means of avoiding that getting to points north of Dover to Somersworth or to Berwick. The city has discussed with the state several times in the past the possibility of moving the toll plaza to the south of the Dover Point exit. That hasn't happened obviously and even though your list of concerns for this entire project included toll plaza infrastructure, your plans stop short of the toll plaza, and so the answer to Dover is pretty clear that nobody's going to do anything about moving a toll plaza. There are two alternatives, I think, that would be of great benefit to Dover's planning and Dover's downtown traffic and the entire plans that we have for intracity public transportation. One would be to eliminate the tollbooths altogether would make a tremendous amount of sense except the State of New Hampshire would lose money, but if you moved the tollbooths south of the Dover Point exit you would have increase revenue from that toll

plaza. So there are two alternatives that are available, neither of which are addressed by the plan, but both would be, either one would be of great significance to the City of Dover and I hope you will consider that. Thank you.

CHAIRMAN SPAULDING: Thank you. Councilor David Scott followed by Justin Richardson.

DAVID SCOTT: Thank you Councilors and I'm David Scott. I'm the councilor for Ward 3 through which this project runs. I've had numerous calls from people in Ward 3 and e-mails on this project and certainly everyone realizes it's a much needed project, particularly myself who goes to Boston frequently leaving in the early morning and coming back during the rush hour. It's a long, tedious trip with all the traffic. The comments that I'm getting basically can be summarized in two areas, the noise levels and concerns about the impact of eminent domain. It's a big shock for anyone whose property is taken by eminent domain and I was fortunate to have a chance to represent the State of Massachusetts in an eminent domain case to determine the fair market value of the property taken. It was a business and a residence and I'm pleased to say that in Massachusetts they leaned over backwards to make sure that the person whose land was taken partially or completely, was fully compensated. In fact, I think they leaned over in a very generous way and I hope that this will be the case here. No one likes to have even a portion of their property taken, but the compensation should be there. As far as the noise levels there is general concern that at the present level of traffic the noise level is, I think, 60, 65 decibels. Is it going to go up much more when you have 90,000? And to what extent will these sound barriers mitigate that? Certainly the sound barriers are necessary and I hope that you will certainly put them in and maybe even more than that. I concur with that Mr.

McManus said that there be a benefit to moving the toll plaza into Newington. I'm not sure if Newington would like that, but certainly we have a lot of traffic that comes down Dover Point Road because they don't want to pay the toll. I'm glad to see many of the people who called me and sent me e-mails here and please let me know if there are any other concerns you have and we'll try to take care of them. So I wanted to also say compliments to Chris Waszczuk for a very professional presentation. I'm really delighted with the thought and the process that has been taking place here and compliments to you and your collaborators from the Department of Transportation. Thank you.

CHAIRMAN SPAULDING: Thank you and Mr. Scott, just one comment I'd like to make on the, you talked about the eminent domain proceedings and I think that you and your constituents will find that the state and the Department of Transportation are very fair and very open and very kind, I might say, in any of the land takings and that certainly has been my experience in the past that they do a very good job in cooperating with the landowners. And if there are problems with that, it's very easy for me to sit here and say you can give Councilor Ruth Griffin a call, but she's very interested in helping her constituents and certainly would urge you to do that and to assure your constituents in your ward that the state will do what they can to be fair with the people in Dover and Newington. Okay, Justin Richardson followed by Raymond Bardwell.

JUSTIN RICHARDSON: Thank you Mr. Chairman. My name is Justin Richardson. I'm a member of the --

CHAIRMAN SPAULDING: Can you do all this in three minutes?

JUSTIN RICHARDSON: Yes, absolutely. That's really the detailed explanation -- I'm going to summarize what's on the first page. I'm a member of the Newington Conservation

Commission, but I'm here to provide you some of my own comments as a Newington resident and as someone who's been very concerned about stormwater runoff going into Great Bay in the areas where the project's proposed. I note in the Draft Environmental Impact Statement it references 11 extended detention basins. I was not able to locate those in the EIS and if they are there, I'd like to learn more about them. I think one area where I would like to see the department consider installing a stormwater detention basin is illustrated beginning on about the fifth page of the document I've handed out. You'll see some photographs where the current Exit 4 construction project there was a couple of rain events that were fairly significant this year. There was tremendous sediment washing directly into Great Bay from a discharge pipe that's located immediately above the high-water mark and stormwater discharge is a very significant environmental issue and it's something that I'd like to see the department look at the possibility of putting one of those, some type of stormwater treatment system in that area where Exit 4, essentially where the bridge would cross into Newington. There's very little space. The whole impervious area essentially drains right down into Great Bay and it just, it's got nowhere else to go but to discharge straight into Little Bay. Thank you.

CHAIRMAN SPAULDING: Thank you and I will pass these on to the environmental people. Raymond Bardwell followed by Nora Kelley.

RAYMOND BARDWELL: Good evening Commissioners and Chris Waszczuk and Frank. I want to say over the years that I've been following the project for a number of years. I've got a folder about that thick that I've submitted ideas (inaudible). They've been a very, very professional team. They've put up with my harassing of my ideas and so forth and I commend you both

for your job. I would like to add a couple of things. We've got the, it's been mentioned the Dover Point Toll Booth, would it be possible, and this is a political question I'm sure and also money, would it be possible to shut that down for a month and see what happens to the traffic pattern, so that maybe downtown Dover would be relieved of the congestion that we get from people bypassing the toll? Or could we increase our gas tax by four cents and do away with it altogether? I know.

CHAIRMAN SPAULDING: You got any other good ideas?

RAYMOND BARDWELL: You ask Chris, that I've been very radical in this whole thing. In traveling around the country though, there's a lot of other places they don't have any toll. But anyway, the other thing is and I'm going send him some more info on my still-proposed, I like that off-loop there, I'm afraid we're going to be backing up here. What I would like to see also and it was mentioned earlier, we've got a gem here that is being overlooked in the Hilton Park. Right now with this layout if you come from the south over you're going to wave at it and go way up here and go here and go over here and around here and go like this and come back around. I see a lot of boaters go down there in the springtime I see the sailboats being sent down there and then they're (inaudible) to (inaudible) masted them and so forth, is it possible, Design Team, to get back and have an off here and an on here? Also, that would in my opinion, what you've done is by bringing all of this traffic off this way, you've put 100 percent increase on the end of Spur Road to go down to DOT or DMV and down to the restaurants and so forth and now they have to come back out the same way. If they could get off here and go around and do their business and go back and then go north, I think it might help this Dover Point area. But getting back to the park, if we could possibly during

this project when all of the equipment is there, get the proper permitting and the funds wherever they would come from, whatever department, could we get a jetty there and a finger pier so that we didn't have to have our wives standing in waist-deep cold water in the spring holding the boat while you go and park your vehicle or something? I mean it's almost to a point of being ridiculous. And then if you have kids, you can't take and get anybody in the boat, you've got to go someplace. The floating dock has been done away with that was down there and the current is a little strong, but I just think we've got a place and the state has pushed for boatramps, but this one you back down and then you slam the brakes on and snap it off the trailer. I mean it's just totally -- I'd appreciate it if you could work it into the project somehow. And the other thing is the, like I said, if we could get off and on there, I think it would be an asset to the park, I know it raises havoc with your design. And I really think I would like to see this be closed for a month, get the publicity out there and see if that changes our downtown Dover traffic patterns. Maybe the other thing to do would be to raise the Rochester toll and the Hampton and just close this one totally. But anyway, I'll be sending you another letter, Chris, for your review. Thank you.

CHAIRMAN SPAULDING: Thank you. Nora Kelley followed by Jesse Steed.

NORA KELLEY: Hi, my name is Nora Kelley. I live on Dover Point Road near Hilton Park, (inaudible) path. I have a lot of comments just from what I've seen tonight, so I think I will write them, but I have a couple of questions I just want to ask. I'm sure you've seen, I've been at many meetings. I try to make all the meetings here, so I try to really stay informed on this, but I very much appreciate all the work that's been done

so far. One of my questions is can comments be e-mailed? You did not mention that. You just said we had to write them in. Can comments be e-mailed in?

CHRIS WASZCZUK: No.

NORA KELLEY: And if so -- no.

CHRIS WASZCZUK: We would prefer that it be mailed in.

CHAIRMAN SPAULDING: We will accept e-mail?

CHRIS WASZCZUK: No.

CHAIRMAN SPAULDING: No, we don't.

CHRIS WASZCZUK: We prefer it be mailed.

NORA KELLEY: And --

CHAIRMAN SPAULDING: It has to be a signed letter.

NORA KELLEY: I see and how are comments actually answered? I mean if I have -- write up my comments and send them in to you, do I get answered personally or do you --?

CHAIRMAN SPAULDING: I'm sorry, I didn't hear what you --

NORA KELLEY: How are comments actually answered? Do I get a response back or are they part of all the comments that you have together? I mean --

CHAIRMAN SPAULDING: If it's a request, then it will be answered. If it's just a comment, then perhaps not. Do you want to add to that?

CHRIS WASZCZUK: Sure Councilor. What we'll do is any issues that are brought up at this public hearing you'll get an acknowledgement that the comment was received and then in the report of the Commissioner that will be developed for this project, all the comments and issues will be addressed in that report.

NORA KELLEY: Okay, we have until October -- what'd they say? 22nd?

CHAIRMAN SPAULDING: October 2.

CHRIS WASZCZUK: October 2.

NORA KELLEY: October 2, okay.

CHAIRMAN SPAULDING: And while you're mentioning that, once again we'll say that on this map the date and the address to send the written comments is in red.

NORA KELLEY: Okay. I do have that. Okay. I am -- I did mark my card opposed. I'm just not 100 percent yet, so I have to say opposed right now. I will say I'm not -- I do not agree with the eight lanes right now.

I have not been convinced that this is the way to go. I was in California a couple of years ago visiting my sister and the San Francisco Bay Bridge is as big as they can get. They do not make it any bigger. There's way more people in California, so I think that people here in Dover need to think about 20,000 -- 25,000 people in Dover, another 25 in Portsmouth, that's 50,000 people, there are more people coming in here, but we're not, you know, millions, five millions, ten millions of people. So we need to think that, do I have to wait ten minutes in line? 20 minutes in line? I don't have an issue with that. I do like the alternative of the bus alternative. I very much like the MPO person who said that they would like to have more visual, computer visual. You know there's so many computer animations out there, you can actually get a virtual reality. What is this wall going to look like? What, along with the tree line and another question is when is this final decision going to be made? A date.

CHRIS WASZCZUK: I would say sometime, the report will be produced possibly in the next four to six months with the meeting with the Special Committee to try to get approval for the layout and then we'll need to make final comments on the draft document. That's targeted for next summer with the record of decision from Federal Highway next fall.

NORA KELLEY: Okay. Okay. And that brings me to another question, this comment, I've tried numerous times to ask that the public Channel Access and Channel 22 for Dover and I'm not sure what it is for Newington, get apprised of these meetings. This is a large crowd by far from the other meetings I've been to. I've been to where there's been 25 people, so this is a huge crowd, but we need to see more people. We have, you know, 50,000 just in our immediate area not including Rochester, the people who

travel that should really be here and know about this. Having a legal notice in the newspaper just is not enough. More of the public needs to know about this, people in Portsmouth travel this. People in Rochester travel this. Everyone needs to know more about this than having a legal notice in the paper. Just not enough. And I think the public transportation is a major issue. I think that we have park and rides on 13 and 9 and at Lee. That's good. We need to have another park and ride in Dover. I think that having a park and ride to shuttle people from Dover to Pease, I work at Pease. I would love to have a park and ride in the Dover area so I could hop on it and go to Pease and then back and forth. That would be great. I have a couple of other ones, not quite as important and I will write to you and hope I get a response back. Thank you so much.

CHAIRMAN SPAULDING: Thank you. Jesse Steed followed by John Brock.

JESSE STEED: As a property owner on Dover Point Road I'd like to reiterate Councilor Scott's concerns on noise levels, particularly along Dover Point Road and Wentworth Terrace. I think currently it says the many properties currently exceed noise abatement criteria and with the expansion of four additional lanes, two in each direction, I think that that will enhance it quite substantially and I know that you, I think, put some estimated levels currently from 55 to 70, in that range so I was curious if you knew what exactly the new levels would be after the expansion. I know the noise barriers estimate that they will decrease levels by five decibels, but that's pretty minimal, I would think comparatively to what the increase would be.

CHAIRMAN SPAULDING: I'm going to refer that down --

CHRIS WASZCZUK: Specifically it's in the document and we can go over that with you after the meeting. Usually there is a fairly

significant reduction, a noticeable reduction in the noise levels behind the barrier, okay. But we do have experts here in the back of the room that you can certainly talk over the details with them. So if your property's behind the barrier, you will see a noticeable reduction in noise levels. To what degree numerically, I can't tell you right now.

JESSE STEED: It's difficult to say, okay. That was my major concern for all the owners especially in those two locations.

CHAIRMAN SPAULDING: Major concern is the noise issue?

JESSE STEED: The noise issue along Dover Point Road and Wentworth --

CHAIRMAN SPAULDING: All I can say on that is over the years the technology on noise abatement has really improved and we've had projects in Manchester and Nashua and along many of the highways we've done and they really have gotten better and better, so by the time it gets to this project being done, it's really going to be state of the art. You won't even know the highway's there. But they really have come a long way and they used to just put up a, you know, barrier, but there are ways now where they really have been able to reduce the sound measurably.

JESSE STEED: Okay. Are there any other plans to accommodate the property owners along those two road in regards to the increased noise levels?

CHAIRMAN SPAULDING: I mean I don't know now and whatever we would tell you now, this project isn't going to start until what? 2009, something like that. 2009 to 2015, and by then whatever I said now is going to be old stuff.

JESSE STEED: All right. Well thank you, it looks like, overall it looks like a good plan and I'm looking to seeing how it progresses. Thank you.

CHAIRMAN SPAULDING: Thank you. John Brock followed by Linda Pontbriand.

SPEAKER: (Inaudible) letter.

CHAIRMAN SPAULDING: Okay. That's from John? Okay. Linda?

All right. Robert Battles.

ROBERT BATTLES: My name's Bob Battles. I'm an attorney and I've been asked to represent a landowner at 15 Wentworth Terrace and to just speak in support of the preferred route. Particularly as she understands that it eliminated an earlier proposal that would have retained Exit 5 and that proposal as it was, as I reviewed it, appeared to have a significant affect on the landowners on the Wentworth Terrace side of the turnpike and for that reason we fully support the alternative that DOT has come up with to redirect the traffic and the two-barrel underneath the bridge and back across the New Boston Road and onto the turnpike in that regard. There is some concern on the Wentworth Terrace side for the drainage coming off that second barrel that's going to be put into place. There's currently a drainage problem along the Wentworth Terrace Road which is a city right-of-way. A lot of water drains into one existing catch basin about two thirds of the way down Wentworth Terrace and there is some concern about how that drainage system's going to work and we trust that DOT will take that into consideration as they proceed to do the engineering on this project. The landowners also wanted me to comment that we commend DOT for their attempts to design a plan that mitigates the noise affects on the communities along the east side and also throughout, as it turns out, throughout the whole corridor in this area. While still preserving the walkway that currently connects Pomeroy Cove and Dover Point with the Wentworth Terrace and Hilton Park area and the way that I see the design now, it appears that that walkway is going to be retained and that the noise barriers are to the west side of that, so we thank the DOT for that and hope that that will be retained in the final analysis. And finally, we believe that the design for access to Hilton Park

actually enhances the park. The access will still be available without creating the type of traffic hazard that currently exists. If you come over, heading north on the bridge and dip down to Exit 5, you slow down traffic, I know 'cause I live in Madbury so I deal with it all the time, you slow down traffic coming across that bridge and frankly, create a traffic hazard on the bridge itself. We believe that the elimination of that Exit 5 entrance to Hilton Park, as well as the exit from Wentworth Terrace frankly, to some degree I suppose, affects Wentworth Terrace landowners in terms of the convenience of being able to get back on the highway, but in terms of the safety advantages to having that access on the other side, my clients believe that's in the best interest of not only the landowners in Wentworth Terrace but the public at large. So essentially it's an endorsement of the plan and we thank you for the thoughtfulness that you've given to this engineering project.

CHAIRMAN SPAULDING: Thank you. Kevin McEneaney followed by John Duffy.

KEVIN MCENEANEY: Thank you Mr. Chairman. Kevin McEneaney, Dover resident and current president of the Strafford River's Conservancy. I'm here this evening on behalf of the Strafford River's Conservancy to speak in favor of the mitigation as proposed in the draft EIS. The conservancy along with the City of Dover has been working with Mr. Tuttle for two years in order to come up with a plan to preserve that historic farm. As has been said before, it's a very old farm. It was established in 1632. We were able last year in October of '05 to negotiate a purchase and sale agreement with Mr. Tuttle in order to acquire an easement on his property. The City of Dover fully endorsed that and has expended significant funds along those lines. Last year we entered into discussions with the staff of the DOT, Bill Janelle

and Chris Waszczuk and they graciously were able to put this project on the list as part of a consideration for the mitigation for the proposed construction, and this particular funding for this will allow us to complete the total preservation of the Tuttle Farm which is very significant. Mr. Tuttle's been very patient in this process and we hope that since we have an existing purchase and sale and a willing participant that this would be considered for expedited funding to complete the project. Thank you very much.

CHAIRMAN SPAULDING: Thank you. John Duffy followed by Wendy Scribner.

JOHN DUFFY: Good evening. Thank you for giving me the opportunity to address you. I'm a landowner of property at Wentworth Terrace and there is an ancient drain that exists that runs west to east through my property that drains onto my beachfront into the Piscataqua. This drain has been there, well we've owned the property for 40 years, so the drain was there before that. It's -- the only part of the drain that I've ever seen is a clay-tile nature, probably six inches in diameter and I was told, last night someone looked at it that it drained some of the overflow from the highway. So I'm concerned with doubling the size of the highway there that the capacity of that ancient drain would either continue to erode my beachfront and if it's damaged along the path all the way to the highway, it could very well damage my property as well. So, I would like you to keep that in consideration and maybe examine that and make that part of your overall drainage system to bypass that.

CHAIRMAN SPAULDING: Is there a storm drainage line in the vicinity of your property?

JOHN DUFFY: Probably 60 feet away from that.

CHAIRMAN SPAULDING: Okay, so that, there is a possibility that it might make more sense to connect that into that rather than put it directly into the --

CHRIS WASZCZUK: We'll look at it.
JOHN DUFFY: Well, there's two issues. Wentworth Terrace actually bisects my lot. Wentworth Terrace originally existed west of my lot, so the drain still exists through the west side of my lot.
CHAIRMAN SPAULDING: Do you know the proper people here to talk with? No?
JOHN DUFFY: Hi. I have left a comment sheet with my contact information in the box.
CHAIRMAN SPAULDING: Okay. I don't know if Rene or one of you people that can talk with him at some point.
CHRIS WASZCZUK: We'll coordinate that and we'll look at that issue.
JOHN DUFFY: Okay. Just in general, I'd like to thank you. If this proposal goes through, the Sword of Banacles (ph) will be removed from my head, that's been hanging there for the past 40 years and I appreciate all your work.
CHAIRMAN SPAULDING: Thank you. Wendy Scribner.
WENDY SCRIBNER: Hello, my name is Wendy Scribner. I'm from Dover. I'd like to speak in favor of the wetland mitigation --
CHAIRMAN SPAULDING: If you want to pull that mike down a little bit, thanks.
WENDY SCRIBNER: I'd like to speak in favor of the wetland mitigation package that will provide funds to protect the Tuttle Farm and properties located within the Blackwater Brook Watershed in Dover. As you've heard tonight, for several years the Dover Open Lands Committee and Strafford River's Conservancy had been working to protect the Tuttle Farm through the use of conservation easements. The Tuttle Farm is historically significant as it's the oldest family-owned farm in the country and it has a prominent presence in our community given its location along Dover Point Road. Using mitigation funds to complete the protection of this project will ensure that we continue to enjoy the scenic views provided by the farm and will continue to protect a farming tradition that's rapidly disappearing here in New Hampshire.

Regarding the Blackwater Brook area, in 2004 the Nature Conservancy, Audubon Society of New Hampshire and New Hampshire Natural Heritage Bureau conducted an ecological inventory of the Cocheco River Watershed. The Blackwater Brook area was identified as one of three within the Cocheco River Watershed that was considered to be of exceptional habitat significance from a regional standpoint. The study recommended that this area be given a high priority and focused conservation efforts. So the DOT's mitigation project will serve to protect these important community resources. Thank you very much.

CHAIRMAN SPAULDING: Thank you. I have exhausted the signup cards. Is there anyone who desires to make a comment in favor or in opposition to the project before us this evening? Seeing none, I will now declare the hearing adjourned at 9:22.

(END OF HEARING)

STATE OF NEW HAMPSHIRE
MERRIMACK, SS.

I, Jeanette P. Patten, do hereby certify that I transcribed from a tape recording, the foregoing pages and that the same is a true, full and correct transcript of all of the testimony at the hearing, to the best of my knowledge and belief.

I further certify that I am neither attorney nor counsel for, nor related to or employed by any of the parties to the action in which this hearing was taken, and further that I am not a relative or employee of any attorney or counsel employed in this case, nor am I financially interested in this action.

Jeanette P. Patten/Notary Public

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